## **AGENDA**

## COMMITTEE ON PUBLIC SAFETY AND TRAFFIC

February 21, 2006 Aldermen Osborne, O'Neil, Shea, Roy, Long 6:00 PM Aldermanic Chambers City Hall (3<sup>rd</sup> Floor)

- 1. Chairman Osborne calls the meeting to order.
- 2. The Clerk calls the roll.
- 3. Chairman Osborne advises that the first purpose of the meeting is organizational in nature, and requests the Clerk to provide a brief overview regarding typical issues addressed by the Committee.
- 4. Report to be presented by Paul Borek regarding resolution of issues raised by Amoskeag Terrace Condominium Association relating to the construction of Manchester Place, LLC.
- 5. Ratify and confirm poll conducted January 4 & 5, 2006 approving short-term parking in the vicinity of the City Hall Complex for two members of the Mayor's staff.

A motion is in order to ratify and confirm the poll conducted.

6. Request of Alderman O'Neil to paint shamrocks at the intersections of Elm and Pleasant Street and Elm and Hanover Streets for the St. Patrick's Day Parade to be held on March 19, 2006.

Gentlemen, what is your pleasure?

7. Communication from Alderman Long submitting a request on behalf of the Thousand Crane Restaurant located at 1000 Elm Street to purchase two meters from 5 PM to 8 PM (\$100/month) for take out customers.

Gentlemen, what is your pleasure?

8. Communication from Alderman Duval requesting the city conduct a study and reduce speed for 25 mph on Bridge Street.

(Note: communication dated 02/15/2006 from Bruce Thomas, Engineering Manager, submitting recommendations that the speed limit on Bridge Street from Mammoth Road to Elm Street be changed enclosed herein.)

Gentlemen, what is your pleasure?

9. Communication from Deputy City Solicitor Arnold submitting draft language for a non-binding referendum question on requiring NH drivers to carry motor vehicle liability insurance pursuant to Alderman Osborne's request.

Gentlemen, what is your pleasure?

10. Communication from David Smith, MTA Executive Director, seeking input regarding where and how a bus transfer point might be located in downtown.

(Note: at 11/21/2005 meeting requested Public Works, Police and Planning be involved as well as Traffic with MTA reporting back to committee at a later date.)

Gentlemen, what is your pleasure?

11. E-mail communication from Julia-Estelle Ferrer regarding housing code needs within inner-city dwellings.

Gentlemen, what is your pleasure?

- 12. Communication from Attorney Bruce Kenna, on behalf of Alan Dary requesting exception to the Residential Parking Permit for Zone #1.

  Gentlemen, what is your pleasure?
- 13. Communication from Cathy McDonald, Treasurer of Marcel's Way, requesting the use of Arms Park on Saturday, April 29, 2006 from 10 AM until 4 PM with a rain date of April 30, 2006, in conjunction with a walkathon to help raise awareness of mitochondrial disorders.

Gentlemen, what is your pleasure?

14. Communication from Jason Plourde advising of a proposed gasoline station, convenience store, car wash facility redevelopment project to be located at the intersection of Second Street, South Main Street and South River Road.

Gentlemen, what is your pleasure?

15. Revised Draft Downtown Parking Study.

(Note: referred to committee by the full Board on 12/19/2005. Previously forwarded to all members of the Board. Parking study recommendations submitted by Randy Sherman enclosed.)

Gentlemen, what is your pleasure?

16. Chairman Osborne advises that the Traffic Department has submitted an agenda, which needs to be addressed as follows:

## **FLASHING SIGNALS:**

Gold Street and South Beech Street Alderman Garrity

## **STOP SIGNS:**

On Eastern Avenue at Karatzas Avenue, SWC (Emergency Act) Former Alderman Porter

On Allard Drive at Foundry Street, SEC Alderman Thibault

### **RESCIND STOP SIGNS:**

On Allard Drive at Granite Street, NWC On Douglas Street at Allard Drive, SWC Alderman Thibault

## PARKING 1 HOUR (8 AM - 6 PM/MON-SAT):

On Silver Street, north side, from a point 50 feet east of Willow Street to a point 40 feet east
Alderman Long

## **NO PARKING:**

On Silver Street, north side, from Willow Street to a point 50 feet east On Silver Street, north side, from a point 90 feet east of Willow Street to a point 100 feet east

Alderman Long

On Belmont Street, east side, from Concord Street to a point 115 feet north Alderman Duval

On East High Street, north side, from Belmont Street to a point 100 feet west Former Alderman Sysyn

### NO PARKING ANYTIME:

On Country Club Drive, west side, from Front Street (south entrance) to Front Street (north entrance)

Alderman Forest

## NO PARKING (4 PM - 7 AM):

On South Main Street, west side, from Varney Street to a point 80 feet south of West Hancock Street

Alderman Smith

### **NO PARKING (HANDICAP ONLY):**

On Lake Avenue, north side, from a point 85 feet east of Hall Street to a point 25 feet east

Alderman Osborne

### NO PARKING (LOADING ZONE):

On Chestnut Street, east side, from Pearl Street to a point 30 feet south Former Alderman Guinta

## **RESCIND NO PARKING:**

On Rebel Lane, west side, from a point 105 feet north of Gurtner Street to a point 90 feet north

Alderman Roy

## RESCIND NO PARKING ANYTIME (6 PM-7 AM/NOVEMBER 15 THROUGH MAY 15):

On Country Club Drive, east side, from Front Street (south entrance) to Front Street (north entrance) – ORD. 8559

On Country Club Drive, east side, from Front Street (north entrance) – ORD. 8604 (duplicate on record)

Alderman Forest

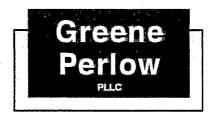
## **RESCIND NO PARKING (LOADING ZONE):**

On Lake Avenue, north side, from a point 60 feet east of Hall Street to a point 25 feet east (ORD. 8127)

Alderman Osborne

## Gentlemen, what is your pleasure?

17. If there is no further business, a motion is in order to adjourn.



4 Bell Hill Road Bedford NH 03110 Tel 603 471 9110 - Fax 603 471 9188

James T. Lombardi, Esquire E-mail: jtlombardi@greene-perlow.com

November 8, 2005

December 6, 2005.
In Board of Mayor and Aldermen.

On motion of Alderman Shea, duly seconded by Alderman Lopez, it was voted to refer to the Committee on Traffic/Public Safety and further that the Economic Development Director to meet with Highway and Police and neighborhood residents to work out issues and provide a report to Committee.

Mayor, Honorable Robert A. Baines Board of Mayor and Aldermen City of Manchester One City Hall Plaza Manchester, NH 03101

RE: Amoskeag Terrace Condominium Association

Dear Mayor Baines and Honorable Members of the Board:

This office represents Amoskeag Terrace Condominium Association on certain matters. The purpose of this letter is to advise you in writing of the Association's ongoing concerns with issues that have arisen in connection with the construction of the Manchester Place complex at the corner of Bridge and Elm Streets in Manchester.

I should first acknowledge that the developer, Manchester Place, LLC, and its principals have made efforts from the beginning of the project to establish a dialog with the residents of Amoskeag Terrace regarding the scope and timing of construction, the impact of the development, and the concerns of the residents arising from the project. As Amoskeag Terrace and Manchester Place will be neighbors for a long time, the residents of Amoskeag Terrace hope that its relationship with Manchester Place and those who ultimately occupy the complex will remain productive and positive. However, there remain issues of serious concern to Amoskeag Terrace with respect to the development, most if not all of which have been voiced already by residents at some point during the approval and building process, either to the developers, City department heads, or various City boards and committees, including this honorable Board.

The construction at Manchester Place has had a direct and significant impact on the residents of Amoskeag Terrace. While some of the fallout might be characterized as typical headache and frustration that accompanies such a project, the residents of Amoskeag Terrace, like all of us, are entitled to the enjoyment of their property, and nothing obligates them to have to suffer diminution of that enjoyment. The cumulative effects of the construction activities on the residents of Amoskeag Terrace and the resulting disruption to their lives have been real.

Mayor, Honorable Robert A. Baines Board of Mayor and Aldermen November 8, 2005 Page 2 4

Over the course of the construction project—that has spanned more than a year as of this writing—the residents have had to deal with the following intrusions and safety issues:

- Lack of available parking for Amoskeag residents and their guests on both Kidder and Hollis Streets, due to the closing of Kidder Street, its subsequent excavation and reconstruction, and the use of available parking spaces by construction workers, vendors, etc.
- Driver cut-throughs of Amoskeag Terrace's private alleyways by construction workers and vendors, and by motorists "inconvenienced" by the closing of Kidder Street;
- Substantial dust, dirt, trash and debris generated by the project—including the recent widespread settling and accumulation of Styrofoam pellets associated with the application of the exterior finish to the apartment complex, which littered the Amoskeag Terrace property;
- Lack of notice from utilities with respect to excavation and related work done on Kidder Street;
- Clogged drains and mud flows along Kidder Street, causing drainage problems in Amoskeag Terrace and resulting water damage to Amoskeag basements;
- Damage to trees and alleyways from construction vehicles;
- Loud noise (often before the prescribed 7 a.m. starting time) from construction activity;
- Smells and unsightly conditions, including those associated with the portable toilets placed at the construction site; and
- Restrictions on vehicular and pedestrian movement associated with the closing and reconstruction of Kidder Street, and related sidewalk obstructions.

Amoskeag Terrace is cognizant of the fact that certain of these issues may resolve themselves as construction comes to a close. For instance, to the extent that the activities of the construction crew have given rise to particular problems, those issues are expected to abate when the workers are no longer on the premises. The dust, dirt and trash issues, the noise directly related to construction activities, and the drainage and mud issues are likewise expected to cease.

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But the end of construction will not necessarily resolve all of the Association's concerns. Kidder Street and the related drainage and parking issues are paramount. Representatives of the condominium have been in periodic contact with the City Highway Department and the developer or its contractors regarding the status of the restoration of the roadway. We understand that the process is ongoing and nearing completion. Amoskeag Terrace would like assurance, however, that all aspects of the restoration will be completed as promised and in a timely fashion, and that in the end the street, sidewalk, curbing, trees, parking meters and parking spaces will be returned at least to their pre-construction state and that landscaping and related site work will be completed as required.

Other concerns of the Association relate to the parking garage in the Manchester Place complex, and specifically to its appearance, the noise it generates, and the glare from the structure's newly installed lights. While Amoskeag Terrace recognizes that the ivy or other greenery that presumably will cover the outside walls may take time to grow, the design of the garage and the actual structure appear to be different. The plans submitted to the City in 2002 show a mostly enclosed building with steel cables strung in parallel fashion across the openings at each level. However, the actual structure seems to be much more open than the design provides; there are no exterior walls on the structure.

This may contribute to the second issue associated with the garage: noise. Given the fact that it is made of concrete, noise generated within the garage reverberates off the interior walls, ceilings and floors, and into the surrounding neighborhood. The sounds are currently limited to the daytime when construction crews are on site. When tenants begin to take up residence in Manchester Place, however, vehicular and other noise will not be restricted to daytime hours. It has also been noted by an Amoskeag resident that the sounds of loud vehicles crossing Bridge Street are exacerbated rather than deflected by the garage, creating a further disturbance to the neighborhood.

A more recent problem associated with the parking garage is the glare of the new lights. One resident has described the effect of the lights to this honorable Board as making the garage appear "ablaze." Other residents have expressed similar concerns. Some have also noted in light of the design that glare from headlights on vehicles driving through the garage will create further intrusions into units and living spaces at Amoskeag Terrace. While the greenery planned for the outside of the building may eventually diffuse the light, residents of Amoskeag Terrace feel that it diminishes the enjoyment of their property now.

Perhaps the most pressing concern to Amoskeag Terrace, however, is the motor vehicle cut-throughs of the condominium's private alleyways. As you may know, Amoskeag Terrace is bounded by Kidder Street to the south and Hollis Street to the north, and by North Hampshire Lane on the east and Canal Street on the west. Running

Mayor, Honorable Robert A. Baines Board of Mayor and Aldermen November 8, 2005 Page 4 4

parallel to North Hampshire Lane and Canal Street, from Hollis to Kidder Streets, are two private roadways serving the condominium. Amoskeag residents park their vehicles in designated spaces on the sides of the alleyways in front of their respective units. With cars parked along the sides, there is little room for more than one vehicle to pass.

While drive-throughs by non-residents have been a recurring issue at Amoskeag Terrace, the problem has multiplied during the construction of Manchester Place, with construction workers and associated vendors the main culprits. Members of the general public have also been to blame during construction—by those (for instance) coming from Canal Street, seeking to access Elm Street by way of Kidder, only to find that Kidder was closed and then cutting through Amoskeag Terrace to reach Elm via Hollis.

Again, Amoskeag Terrace acknowledges that this problem may lessen in degree as construction winds down. However, given the extent of the problem during the construction phase, common sense dictates that with several hundred tenants and their guests occupying or utilizing the apartments and amenities at Manchester Place, not to mention others who may use the parking garage, the problem will again rear its head.

The issue was raised during the planning and zoning phases of the project in 2002, at which time Manchester Place submitted a traffic assessment that concluded "there would be little incentive for site-related traffic to 'cut-through' the existing Amoskeag Place residential area...." Technical Memorandum from Paul Konieczka, CLD Consulting Engineers, Inc., to Manchester Place, LLC, dated August 6, 2002. CLD's conclusion was based primarily on the roadway network and traffic configurations of the surrounding neighborhood. While Amoskeag Terrace does not question the expertise of CLD Engineering, it does question whether the assessment will hold true as the population of Manchester Place grows. The fact is that until now, no traffic (at least in recent times) has originated from the property that Manchester Place now occupies because there has been no building or parking facility there, just an empty unused parcel. That will change dramatically in the weeks and months ahead.

As CLD noted in its memorandum, there are "Do Not Enter" signs posted outside the entrances to Amoskeag's alleyways, noting that they are private ways. This, however, has not deterred the construction workers and vendors from using them. Why then would it deter others? Moreover, CLD's report assumes that drivers exiting the Manchester Place parking garage will be familiar with the local roads and will therefore know that they will benefit little by cutting through Amoskeag Terrace property. That assumption I believe is erroneous. If Manchester Place and downtown in general attract visitors and guests from out-of-town, as the City and others hope it will, it is reasonable to assume that many of these people will not be familiar with roadways here and will look for the easiest way to their next destination. Finally, CLD estimated in its report that a 200-unit apartment complex like Manchester Place would generate 966 trips per day. If this number is correct and half of those drivers are exiting the garage onto Kidder Street, it is

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Mayor, Honorable Robert A. Baines Board of Mayor and Aldermen November 8, 2005 Page 5

unreasonable to believe that <u>none</u> of them would illegally use Amoskeag's private alleyways.

Cut-throughs are significant to Amoskeag Terrace residents not simply because they are victims of trespass and their property is being used without permission, but also because of safety concerns. Drivers have passed through the condominium at relatively high rates of speed. Because of the narrow passageways, residents fear that someone or something will be hit and injured—or worse. Children live at or visit Amoskeag Terrace and at least occasionally play in the alleyways. (It is, after all, private property.) The residents have particular concerns about them.

Amoskeag Terrace has considered installing electric gates at the entrances of the roadways, but such a solution entails considerable expense that it cannot reasonably undertake on its own at this time. The Condominium Association has recently engaged Manchester Place in a direct dialog about a possible resolution to the cut-through issue, although no agreement has been reached at this time and it is unclear whether one will be.

Many residents of Amoskeag Terrace are long-time residents of the condominium and of the City of Manchester. I believe it is fair to say that many appreciate the opportunity to live in the downtown area, are proud supporters of the City in which they reside, and, like the rest of us, look with favor on any development that enhances the value and enjoyment of their homes. In this case, while not necessarily opposed to the Manchester Place project in concept, the cumulative effects of the construction activities have taken their toll on the residents of Amoskeag Terrace and by many accounts have diminished the value and enjoyment of their property.

While it seeks resolution of these issues, Amoskeag Terrace respectfully requests that the City remain cognizant of its concerns. It would welcome further opportunities to address them with the City and Manchester Place. In the meantime, the Association will continue to monitor the progress of the construction and will continue to give voice to these and similar issues so long as they affect the quality of life at Amoskeag Terrace.

Thank you for your time.

Very truly yours,

James T. Lombardi

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cc: Amoskeag Terrace Condominium Association

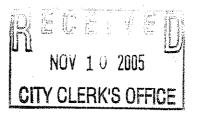
Manchester Place, LLC

Manchester Building Department

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> Manchester Department of Planning & Community Development Manchester Zoning Board of Adjustment Manchester Department of Public Works, Highway Division





1200 ELM STREET MANCHESTER, NEW HAMPSHIRE

November 10, 2005

Mayor Robert A. Baines Board of Mayor and Aldermen City of Manchester One City Hall Plaza Manchester, NH 03101

Re: Amoskeag Terrace Condominium Association letter of November 8, 2005

Dear Mayor Baines and Honorable Members of the Board:

We recently received a copy of the above-captioned letter from the Amoskeag Terrace Condominium Association and would like to assure you that we have, since the inception of the Manchester Place Project, been solicitous of the needs, concerns and comments of the Association and its members. We are especially mindful of the frustration that the Association now feels having been on the forefront of the construction process at Manchester Place which is now coming to a close. As the Association notes, many of their issues "may resolve themselves as construction comes to a close".

As that process takes place, we do want to assure this Board of the following:

- 1. The City Parking Garage has been constructed and will be completed in accordance with the design approvals provided by the Board of Mayor & Aldermen, the Planning Board, the Building Department and the Public Works Department. Upon completion, we believe that the Association will recognize the design and esthetic benefits of this facility and the significant reduction of noise and lighting intensity which the completed building will offer.
- 2. Restoration of the traveled way and streetscape of Kidder Street, as well as of Bridge and Elm Streets, is now being undertaken in coordination with the Public Works Department and the various utility and service companies which used the opportunity of our construction to undertake their own improvements and additions to service and utility lines in the Kidder Street roadbed. We anticipate that this work will be completed on the schedule required by the Public Works Department.
- 3. Unauthorized vehicular traffic through the private ways owned by the Association is an issue which we have all been cognizant of even prior to the inception of our Project. While we worked with the Association during our approval process to find a workable solution for traffic control through their property, including alteration of the two-way traffic pattern on Kidder Street, the Planning Department at that time urged that the status quo be maintained pending a longer range analysis of area traffic patterns. As occupancy of the Manchester Place Project occurs these issues may require a re-visitation and we have assured the Association that we would be supportive of their efforts to address this issue. We have also provided the Association with technical and engineering advice and consultation relating to their interest in installing electric gates at the entrances of their private ways. Frankly, our experts have advised us and the Association that such an approach would not provide a successful, long-term solution to their concerns. Even so, should the Association decide to move forward with a gate program, we have assured them that we will offer reasonable technical and financial support. We will await their determination as to what type of solution will best meet their needs.



1200 ELM STREET MANCHESTER, NEW HAMPSHIRE

We value the support which the Amoskeag Terrace Condominium Association and its members have provided us in the past and we will work diligently to remain good neighbors in the future.

With the completion of construction and the opening of The Residences at Manchester Place for occupancy, we anticipate that neighborhood life will soon return to normalcy; but with the added vitality which this Project was intended to bring to Downtown and Manchester's economy. We hope that our success is also Manchester's success and that the cornerstone redevelopment which is The Residences at Manchester Place gives the City something to be proud of for years to come.

Thank you for your support and please do not hesitate to let us know how we can better serve your needs and goals.

Very truly yours,

MANCHESTER PLACE LLC

Brian Dacey, Manager

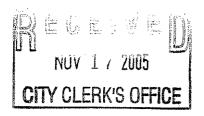
cc: Amoskeag Terrace Condominium Association

Manchester Building Department

Manchester Department of Planning & Community Development

Manchester Zoning Board of Adjustment Manchester Department of Public Works

James T. Lombardi, Esq. Anthony C. Marts, Esq.



January 4, 2006

Public Safety & Traffic Committee c/o City Clerk's Office One City Hall Plaza Manchester, NH 03101

Re: Parking for Mayor's Office Staff

Dear Chairman Osborne and Committee Members:

Pursuant to past practice of the Mayor's Office, I am requesting that the Public Safety and Traffic Committee of the Board of Mayor and Aldermen authorize the use of parking placards for two members of my staff (Sean Thomas and Craig Smith) so that they may park in the vicinity of the City Hall complex effective immediately. I also request that a phone poll be taken to expedite this process.

This request is a short-term parking plan for my office. I intend to locate more convenient parking for my staff without adversely affecting downtown parking.

Frank C. Guinta

Mayor



# CITY OF MANCHESTER Board of Aldermen



Memo To:

Committee on Public Safety/Traffic

From:

Patrick Long

Alderman - Ward 3

Date:

February 14, 2006

Re:

Request for purchased meters/take out

Thousand Crane Restaurant

The Thousand Crane Restaurant located at 1000 Elm Street is requesting to purchase two meters from 5:00 PM to 8:00 PM at a cost of \$100.00 per month from the City. The intention is to utilize these two spaces for take out customers.

Understanding that parking is a sensitive subject, I believe granting their request would be in the best interest of the business, consumers, and the City. The City would collect the parking fees, the public and business will have the needed parking for take out.

One method of approving this may be for the business to pay for covers for the meters that state something to the effect of "parking for Thousand Crane take out" which they would need to put out and take in each evening.

Your consideration of this request would be appreciated.





## CITY OF MANCHESTER Board of Aldermen



January 26, 2006

Ed Osborne, Chairman Committee on Public Safety and Traffic One City Hall Plaza Manchester, NH 03101

Re: Speed Reduction on Bridge Street

Dear Mr. Chairman and Members of the Committee:

It has come to my attention that there are serious issues with regard to speed on Bridge Street from Mammoth Road through to Elm Street. As you are aware a majority of this portion of road is in my ward and is a major thoroughfare to no less than three schools and an increasingly utilized Derryfield Park.

Numerous accidents at various cross streets where speed has been a contributing factor are well-documented by our City's Police Department.

Pursuant to RSA 265:63 I am requesting that the city conduct a study and reduce the speed to 25 mph for the entire roadway. It is my belief that the Police Department and Traffic Department have studied this matter recently. I look forward to an open discussion with you pertaining to this matter.

Sincerely

Jerome Duval

Alderman - Ward 4

pc:

Aldermen Gatsas and Long

State Representative Leo Pepino





## City of Manchester Department of Highways

227 Maple Street
Manchester, New Hampshire 03103-5596
(603) 624-6444 Fax # (603) 624-6487

Commission

Edward J. Beleski - Chairman Henry R. Bourgeois William F. Kelley Michael W. Lowry William A. Varkas

Frank C. Thomas, P.E. Public Works Director

Kevin A. Sheppard, P.E. Deputy Public Works Director

February 15, 2006

Public Safety and Traffic Committee of the Honorable Board of Mayor and Aldermen C/O Mr. Leo Bernier CITY CLERKS OFFICE One City Hall Plaza Manchester, New Hampshire 03103

Re: Bridge Street Speed Limits

#### Gentlemen:

The Manchester Highway Department in consultation with the Police Department and the Traffic Department hereby recommends that the the speed limit on Bridge Street from Mammoth Road to Elm Street be changed. The area near Trinity High School should be designated as a school zone with a speed limit of 20 miles per hour per RSA 265:60 which states "In a posted school zone, at a speed of 10 miles per hour below the usual posted limit from 45 minutes prior to each school opening until each school opening and from each school closing until 45 minutes after each school closing". This action will require the funding to install a blinking yellow light and other signage.

As a result of the numerous accidents on Bridge Street (averaging about 240 per year) we recommend that the speed limit on the entire length of Bridge Street be reduced to 25 miles per hour per RSA 265:63 which states that "Whenever local authorities in their respective jurisdictions determine on the basis of an engineering or traffic investigation that the prima facie speed permitted under this chapter is greater or less than is reasonable and safe under the conditions found to exist upon a way or part of a way, the local authority may determine and declare a reasonable and safe prima facie limit thereon which (d) Decreases the limit within any business or urban residence district but not to less than 25 miles per hour". This action will require additional funding for signage.

Attached is a list of traffic accidents and traffic counts along Bridge Street as well as the full text of the RSAs referred to in this letter. If you have any questions or comments, please do not hesitate to call.

Very truly yours,

Bruce A. Thomas Engineering Manager

c/Frank C. Thomas, P.E. Kevin A. Sheppard, P.E. James Hoben Lt. Richard Valenti Alderman Jerome Duval



## TITLE XXI MOTOR VEHICLES

## CHAPTER 265 RULES OF THE ROAD

## **Speed Limitations**

**Section 265:60** 

## 265:60 Basic Rule and Maximum Limits. -

I. No person shall drive a vehicle on a way at a speed greater than is reasonable and prudent under the conditions and having regard to the actual and potential hazards then existing. In every event speed shall be so controlled as may be necessary to avoid colliding with any person, vehicle, or other conveyance on or entering the way in compliance with legal requirements and the duty of all persons to use due care.

II. Where no hazard exists that requires lower speed for compliance with RSA 265:60, I, the speed of any vehicle not in excess of the limit specified in this section or established as hereinafter authorized shall be prima facie lawful, but any speed in excess of the limit specified in this section or established as hereinafter authorized shall be prima facie evidence that the speed is not reasonable or prudent and that it is unlawful:

- (a) In a posted school zone, at a speed of 10 miles per hour below the usual posted limit from 45 minutes prior to each school opening until each school opening and from each school closing until 45 minutes after each school closing.
  - (b) 30 miles per hour in any business or urban residence district as defined in RSA 259:118;
    - (c) 35 miles per hour in any rural residence district as defined in RSA 259:93, and on any class V highway outside the compact part of any city or town as defined in RSA 229:5, IV;
    - (d) 55 miles per hour in other locations, except as provided in (e);
    - (e) 65 miles an hour on the interstate system, the central New Hampshire turnpike and the eastern New Hampshire turnpike in locations where said highways are 4-lane divided highways or other divided highways of 4 or more lanes.
    - (f) On a portion of a highway where officers or employees of the agency having jurisdiction of the same, or any contractor of the agency or their employees, are at work on the roadway or so close thereto as to be endangered by passing traffic, at a speed of 10 miles per hour below the usual posted limit, but in no case greater than 45 miles per hour. The speed shall be displayed on signs as required by RSA 265:6-a.
- III. The limit specified in II(e) shall be the maximum lawful speed and no person shall drive a

Z

vehicle on said ways at a speed in excess of such maximum limit. The prima facie speed limits set forth in this section may be altered as authorized in RSA 265:62.

IV. The driver of every vehicle shall, consistent with requirements of paragraph I, drive at an appropriate reduced speed when approaching and crossing an intersection or railway grade crossing, when approaching and going around a curve, when approaching a hillcrest, when traveling upon any narrow or winding roadway, and when special hazard exists with respect to pedestrians or other traffic by reason of weather or highway conditions.

V. The fines for violation of subparagraphs II(a)-(d) shall be as follows: Miles per hour above the limit specified:

1""10	\$50
11""15	75
16""20	100
21""25	200
26+	Must appear
	(Minimum \$350)

VI. The fines for violations of subparagraph II(e) shall be as follows: Miles above the 65 mph limit:

1""5		\$65
6""10		100
11""15		150
16""20		250
21""25		350
26+	Must	appear

**Source.** 1905, 86:8. 1909, 154:4. 1911, 133:13. 1921, 119:13. PL 103:17. 1927, 76:2. 1937, 125:1. RL 119:29. 1949, 286:1. RSA 263:53. 1963, 330:1. RSA 262-A:54. 1965, 335:1. 1979, 358:4. 1981, 146:1. 1987, 217:1. 1988, 245:11. 1989, 164:1. 1997, 11:1. 1999, 73:1, eff. July 27, 1999. 2005, 177:42, eff. July 1, 2005.



## CHAPTER 265 RULES OF THE ROAD

## **Speed Limitations**

## **Section 265:63**

## 265:63 Alteration of Limits. -

- I. Whenever local authorities in their respective jurisdictions determine on the basis of an engineering or traffic investigation that the prima facie speed permitted under this chapter is greater or less than is reasonable and safe under the conditions found to exist upon a way or part of a way, the local authority may determine and declare a reasonable and safe prima facie limit thereon which:
  - (a) Decreases the limit at intersections;
  - (b) Increases the limit within an urban district but not to more than 60 miles per hour;
  - (c) Decreases the limit outside an urban district but not to less than 25 miles per hour; or
  - (d) Decreases the limit within any business or urban residence district but not to less than 25 miles per hour.
- II. Local authorities in their respective jurisdictions shall determine by an engineering or traffic investigation the proper prima facie speed for all arterial streets and shall declare a reasonable and safe prima facie limit thereon which may be greater or less than the prima facie speed permitted hereunder for an urban district.
- II-a. Local authorities shall not be required to hire outside consultants to determine the proper prima facie speed limits as provided in paragraphs I and II if the local community has sufficient staff to conduct the required engineering or traffic investigation.
- III. Any altered limit established as hereinabove authorized shall be effective at all times or during hours of darkness or at other times as may be determined when appropriate signs giving notice thereof are erected upon such street or way.
- IV. Any alteration of limits on state highways or extensions thereof in a municipality by local authorities shall not be effective until such alteration has been approved by the commissioner of transportation.
- V. Notwithstanding the other provisions of this section, local authorities shall modify the speed limits authorized herein so that said speed limits shall not exceed the temporary prima facie speed limits established for the state highway system under RSA 265:62, II, so long as the same are in effect.

Source. RSA 262-A:56-a. 1965, 335:3. 1974, 45:10. 1981, 146:1. 1989, 306:1. 1990, 74:1, 2, eff. June 9, 1990.

8

## NEW HAMPSHIRE DEPARTMENT OF TRANSPORTATION BUREAU OF TRAFFIC

#### SPEED LIMITS FOR SCHOOL ZONES

Effective July 16, 1989, the New Hampshire General Court enacted the following change to RSA 265:60, II(a):

## BASIC RULE AND MAXIMUM LIMIT

RSA 265:60, II(a)

(a) In a posted school zone, at a speed of 10 miles per hour below the usual posted limit from 45 minutes prior to school opening until the school opening and from the school closing until 45 minutes after the school closing.

### ESTABLISHMENT OF THE SCHOOL ZONE

School zones may continue to be established and marked in one of three ways.

- 1. SCHOOL ADVANCE sign (S1-1), the current black and yellow pentagon sign erected in each direction 300° 700° in advance of the school or crossing will establish a school zone. The sign, with or without the beacon, does not establish a legal 10 mile per hour reduction in the posted speed limit as provided for in RSA 265:60, II(a).
- 2. The SCHOOL SPEED LIMIT (XX) WHEN FLASHING (S4-5) sign with beacon establishes a posted school zone with the 10 mph speed reduction as provided for in RSA 265:60, II(a). The operation of the beacon sets the times that this speed reduction will be in effect.
- 3. The SCHOOL SPEED LIMIT (XX) BETWEEN 0:00-0:00 AM and 0:00-0:00 PM (S4-5a) sign, without a flashing beacon, establishes the posted school zone with the 10 mph speed reduction as provided for in RSA 265:60, II(a). This sign is recommended for use in urbanized areas in which the traffic is generally local and repeat users of the roadway.

Anyone or combination of one or more of these signs may be used to define a school zone. When more than one of these signs is used, the SCHOOL ADVANCE signs (S1-1) will precede the SCHOOL SPEED LIMIT (S4-5 or S4-5a) sign. The SPEED LIMIT sign will establish the beginning of the reduced speed zone, whether it stands alone or is used in conjunction with the SCHOOL ADVANCE sign (S1-1).

An END SCHOOL ZONE sign (S4-6) shall be placed to mark the end of all reduced speed school zones. When practical this sign should be set opposite the SCHOOL SPEED LIMIT sign (S4-5).



#### ESTABLISHMENT OF TIMES

To improve the effectiveness of the SPEED LIMIT (XX) WHEN FLASHING (S4-5) the following standards will be utilized in establishing the time periods for the operation of the beacons.

- A.M. Beginning a maximum of 45 minutes before and ending at the official school opening time.
- P.M. Beginning at the official closing time and ending not later than 45 minutes after school officially closes.

For the SCHOOL SPEED LIMIT (XX) BETWEEN 0:00-0:00 AM and 0:00-0:00 PM (S4-5a), the times posts on the sign will reflect the 45 minute periods allowed by indicating the times as hours of the day. Example:

7:15 AM - 8:00 AM 2:45 PM - 3:30 PM

The individual school districts are responsible for providing the official opening and closing times.

#### RESPONSIBILITIES

New Hampshire Department of Transportation:

- The Department will continue to erect and maintain the SCHOOL ADVANCE signs (S1-1) at no cost to the school districts.
- 2. The Department will, when requested, replace all current SCHOOL ADVANCE signs (S1-1) (that are mounted with beacon with the new SCHOOL SPEED LIMIT signs (S4-5) at existing installations and make modifications to the installations and beacons as required at no cost to the school districts. The exception is that school districts will be responsible for replacing existing timers, if required, to ensure proper operation of the new installation (and to assume power costs).
- 3. For those districts requesting the new SCHOOL SPEED LIMIT sign (S4-5) with beacon, the Department will erect the sign, posts, beacon and flashing equipment. It will also be responsible for the maintenance of the installation exclusive of time clock and power costs.
- 4. The Bureau of Traffic (271-2291) will be responsible for reviewing all requests for installation of signs and beacons and will coordinate this with the local school districts and power companies. This will ensure uniformity and compliance with State standards.



- 5. The Bureau of Traffic will review all requests for replacement of the current SCHOOL ADVANCE sign (S1-1) without a beacon with a SCHOOL SPEED LIMIT (XX) with times (S4-5a). If, in the opinion of the Department, the requested chance is not suitable for the location, the request will be denied.
- 6. For schools located in rural areas in which access to the school is provided by buses for private vehicles, a "SCHOOL ENTRANCE" sign may be more appropriate.

In many instances the roadway geometry, speed or surroundings will make it difficult for motorist to read and comprehend the posted hours. The decision as to which speed limit sign will be placed will be the responsiblity of the State Traffic Engineer.

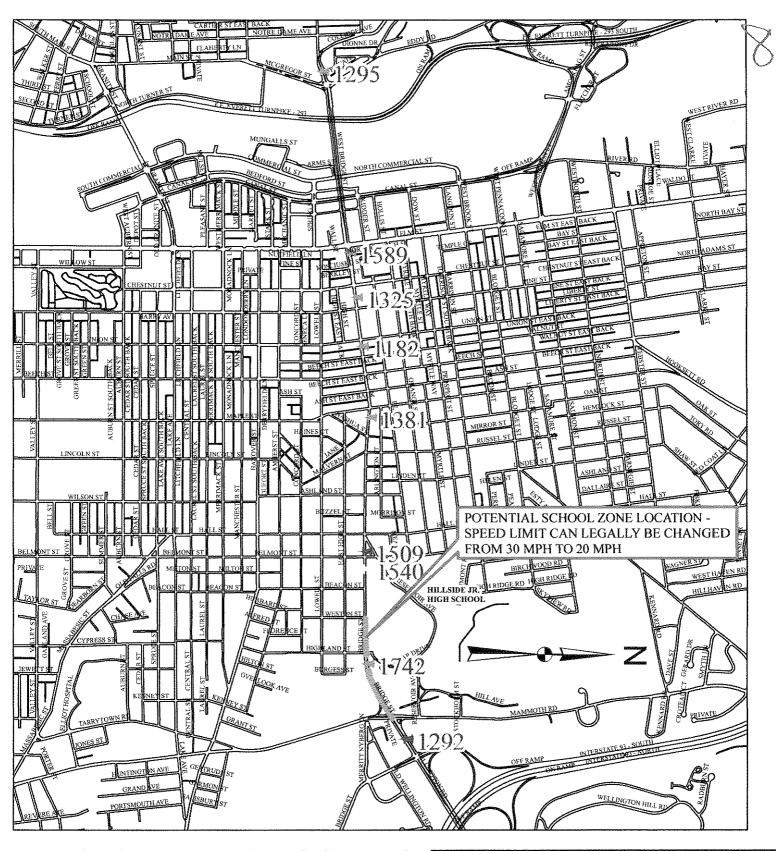
#### LOCAL SCHOOL DISTRICTS

- 1. For new installations of SCHOOL SPEED LIMIT signs (S4-5) only, the local districts agree to purchase the required time clock(s), and pay the monthly service charge. The Department will be responsible for costs to supply power up to one pole. Additional poles, ROW easements, etc. will be the responsiblity of the school district.
- 2. The local districts will be responsible for providing the official scheduled opening and closing times.
- 3. Provide a responsible individual to turn the beacons on and off during vacation and extended non-use periods, as well as resetting time clocks for daylight savings/standard time changes. Instructions for these requirements will be provided by the Bureau of Traffic.

Revised 7/16/89

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BRIDGE STREET ACCIDENTS						
	Intersections	2003	2004	2005	Total	
1	Bridge/Elm	24	23	34	81	
2	Bridge/Church	0	0	0	0	
<u> </u>	Bridge/Kosciuszko	7	4	2	13	
	Bridge/Chestnut	12	21	21	54	
	Bridge/Pine	20	11	16	47	
	Bridge/Union	12	16	16	44	
7		5	6	8	19	
8	Bridge/Beech	20	35	25	80	
	Bridge/Ash	12	8	4	24	
	Bridge/Maple	18	22	19	59	
11	Bridge/Nashua	10	4	5	19	
12	Bridge/Malvern	2	4	3	9	
13	Bridge/Russell	4	12	6	22	
14	Bridge/Linden	2	1	3	6	
15	Bridge/Ashland	7	5	5	17	
16	Bridge/Buzzell	1	3	0	4	
17		7	5	5	17	
18	Bridge/Reservoir	1	0	2	3	
19	Bridge/Belmont	9	9	10	28	
	Bridge/Beacon	4	1	2	7	
21	Bridge/Weston	0	3	5	8	
22	Bridge/Highland	3	7	3	13	
	Bridge/Mammoth	43	40	24	107	
	Bridge/Wellington	18	10	. 14	42	
	TOTALS	241	250	232	723	



BRIDGE STREET TRAFFIC COUNTS Compiled February, 2005 by B.A.T.

## Legend

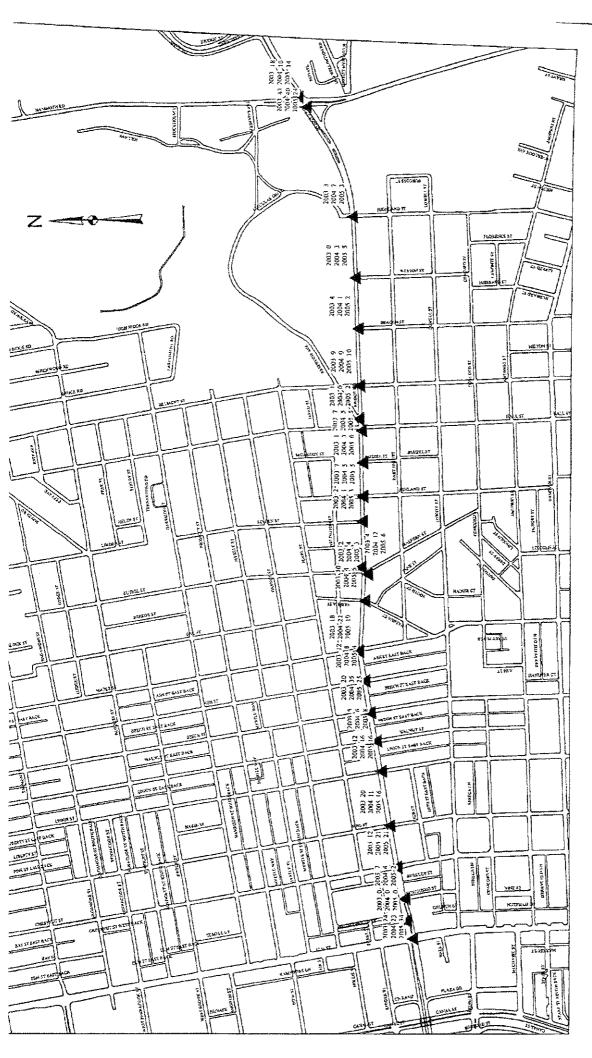
**Bridge Street Peak Hour Traffic Counts Year** 

2002

2003

**3** 2004

0 850 1,700 3,400 Feet



BRIDGE STREET TRAFFIC ACCIDENTS February, 2005 by B.A.T.

Traffic Applies Legend

2,000 Feet

1,000

200

0



## City of Manchester Office of the City Solicitor

One City Hall Plaza Manchester, New Hampshire 03101 (603) 624-6523 Fax (603) 624-6528 TTY: 1-800-735-2964

Email: solicitor@ci.manchester.nh.us

Thomas R. Clark City Solicitor

Thomas I. Arnold, III Deputy City Solicitor

Daniel D. Muller, Jr. Kenneth R. Bernard Michele A. Battaglia Marc van Zanten

February 15, 2006

Ed Osborne, Chair Committee on Public Safety and Traffic One City Hall Plaza Manchester, New Hampshire 03101

Re: Mandatory motor vehicle liability insurance.

Dear Alderman Osborne:

Pursuant to your request I have enclosed draft language for a non-binding referendum question on requiring New Hampshire drivers to carry motor vehicle liability insurance.

Please let me know if I can be of any further assistance.

Very truly yours,

Thomas I. Arnold, III Deputy City Solicitor

Are you in favor of requiring that all drivers in the state of New Hampshire carry motor vehicle liability insurance?



## MANCHESTER TRANSIT AUTHORITY

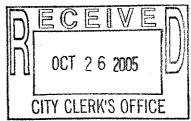
110 ELM STREET, MANCHESTER, NH 03101-2799 TELEPHONE (603) 623-8801 FAX (603) 626-4512



JOHN H. TRISCIANI, CHAIR DAVID F. JESPERSEN, VICE CHAIR JOSEPH J. DESELLE PETER ESCALERA MAUREEN NAGLE

> DAVID SMITH EXECUTIVE DIRECTOR

October 24, 2005



Alderman Mary Sysyn, Chair Traffic/Public Safety Committee City Clerks Office 1 City Hall Plaza Manchester, NH 03101

Dear Alderman Sysyn:

The Southern New Hampshire Planning Commission has recently begun a study of transit in Manchester and the region. As the Southern New Hampshire region grows, the increasing dispersion of land development in the area is leading to changes in trip-making. These changes include increased trip-making per capita, travel across municipal boundaries, and a growing need to ensure mobility and accessibility on a regional scale.

The overall focus of the SNHPC study is to assess the ways and means for providing essential public transportation services on a regional scale. They will investigate various options including expansion of the existing MTA service, coordination of transportation services provided by social service agencies, transportation brokerage, and other innovative strategies towards increasing a person's options for mobility in the greater Manchester area.

The first portion of the SNHPC study will consist of a Comprehensive Operations Analysis (COA) of MTA operations. The purpose of the COA is to ensure that the most efficient and effective services possible are being provided for MTA's customers, within the scope of service provided by MTA today, and to identify priorities for growth. SNHPC has chosen consultant KKO and Associates to perform the COA study. KKO and Associates has begun data collection, including passenger counts and surveys and route running-time analysis. The study is expected to result in some restructuring of the current system, with new offerings in a phased implementation.

Currently, transfer between buses serving different areas of the city is difficult for our passengers. We have asked the consultant to look at ways to make travel between neighborhoods convenient for passengers by considering timed transfers in the downtown area.

Alderman Mary Sysyn, Chair Traffic/Public Safety Committee Page 2

One of the most important ingredients in a well-functioning transit system in Manchester may be to establish a single downtown transfer location allowing several buses to meet once or twice an hour so that transfers can be made safely and efficiently. The challenge is to find a location where many buses may meet. In addition, the transfer point must also be convenient for downtown customers who want to utilize public transportation.

While the study is underway, we ask for the opportunity to speak to the Committee and to receive your input regarding where and how a downtown transfer point might be located in downtown Manchester.

Thank you in advance for you time, and look forward to working with you.

Sincerely,

David Smith

**Executive Director** 

Pc - Honorable Mayor Robert Baines
Robert MacKenzie, Director of Planning
Tom Lolicata, Traffic Engineer
MTA Commission

# //

## Piecuch, Patricia

From:

ferrerginger@comcast.net

Sent:

Sunday, February 12, 2006 12:29 PM

To:

CityClerk

Subject: FW: A follow up.

Attn: Alderman for Ward 11, Henry R. Thibault. Please read contents of this email. Sent to all members of the Board of Alderman, Mayor Guinta and Craig Smith. Thank you.

----- Forwarded Message: -----

From: ferrerginger@comcast.net

To: jvp36@juno.com Subject: FW: A follow up.

Date: Sun, 12 Feb 2006 17:14:27 +0000

Dear Alderman Pinard, I have forwarded a copy of an email I sent to Mayor Guinta. My hope is that you and the other members of the Board of Alderman will look into this long termed concern regarding the contents of this email and the many citizens of this City who continue to live in substandard housing due in most part to the perceived participation of the inspector's at the building department and delinquent landlords/property owners who do not comply with the housing codes of this city. Putting many in harm's way and then expecting tenant's to continue to pay rent to live in unsafe housing,

----- Forwarded Message: -----

From: ferrerginger@comcast.net

To: frankguinta@comcast.net (Frank Guinta)

Subject: A follow up.

Date: Tue, 24 Jan 2006 19:15:27 +0000

Dear Mayor Guinta,

I email you once again to try and bring positive focus and attention to the ongoing concerns regarding safe and code complaint housing code needs for some in our inner city dweillings. For far too long there appears to be a cavalier, callous sense of disregard for the rights of tenant's no matter their income status, racial composition, gender or age.

My history with these illegalities is long and valid. This is one of the reasons I advocate these concerns.

Once one has been violated in any way shape or form one can attest credibly to these misdeeds. Especially when they are experienced in the long term.

I believe there has to be an update on housing procedures. Hold inspector's accountable for their perceived irresponsibility should they not enforce housing codes and condone the non-compliance by favored landlords/property owners.

Human beings live in some of these poorly maintained buildings. While the owners live

well on the proceeds of their non-compliant attitudes. Most especially if the property they own supplements their income. Theywill upgrade and repair the needs of their own living spaces, but will not in the living spaces of tenant's that pay their rent. Add to this the safety of firefighters who may have to enter a building where rotted stairs, railings and decks cannot sustain their weight and function during a firefight and or rescue effort. How can it appear to be so easy to get away with?? Corruption seems to be the order of the day when it comes to some of the violations some inspector's of the building department appear to condone in favor of the landlord/property owner and not of the needy tenant. The 14-day rule of compliance is extended or ignored all together and the tenant remains unsatisfied in their need for repair or code complaint living conditions. Add to this intimidation and threats of illegal eviction by said landlord/property owner yet another component of illegal action against a tenant seeking justifiable code compliance.

I believe there should be copies of the inspection paperwork made available to the tenant after inspections, so that they can be made aware of what the inspector approved or did not enforce as the end result of his/her inspection. The tenant has no written documentation to allude to with regard to their need for remedy of the violations. As it stands now, any inspector can generate a report and insert it into the file of the property inspected using his/her own version of the outcome of said inspection and the tenant never sees what his/her report entails. So when and if a tenant seeks remedy for perceived violations it is only his/her word against the property owner or landlord as no documentation is available to validate their concerns.

Callous disregard for human life and the law appear to be an ongoing mindset within the inspection processes exhibited by some of this city building inspector's and officials.

Is there a forum within the Mayor/Alderman meeting chamber where citizens may speak to an issue of more than two minutes?? How can anyone present a clear and succinct issue of concern when they have only two minutes to address said issue?? Most citizens here in our city do not believe anyone is really listening to their perceived concerns for the ongoing violations of their rights, far too many. A sense of hopelessness and frustration exists and will only continue to exist because the overall belief is that nothing positive or corrective will be done and it will go on being business as usual. The haves will continue to take and the have not will continue to be further stripped of their remaining rights, safety, dignity and respect. And for this they must continue to pay rent to live in unsafe housing conditions.

As our new Mayor surely there must be something that can be done to bring a halt to these illegal machinations that appear to go on unabated within the framework of City Hall's Building Department inspection personnel and officialdom.

If you recall, when you were first considered a candidate to run for Mayor I wrote you about my concerns regarding these issues. So, this is a follow-up. I have documentation I have saved during the years of the living hell that was my tenancy at a previous place of residence within the City of Manchester and the callous disregard exhibited by the inspector's of this city and my landlord. Please Mayor Guinta, this is a real and valid problem that needs remedy yesterday. Help us, won't you??

Until next time.

Respectfully,

Julia-Estelle Ferrer, II aka Ginger/Level The Playing Field cc: State Legislator, Mr. Jean Jeudy

## Piecuch, Patricia

From: Piecuch, Patricia on behalf of CityClerk

Sent: Monday, February 13, 2006 2:44 PM

To: 'ferrerginger@comcast.net'

Subject: Follow-up

#### Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

We need you to respond back to this email by tomorrow at 9:00 AM as we are in the process of preparing that agenda for a meeting next week.

Sincerely,

Tricia Piecuch Deputy Clerk

Page 1 of 1

## LeBlond-Kang, Paula

From:

Piecuch, Patricia

Sent:

Monday, February 13, 2006 2:46 PM

To:

LeBlond-Kang, Paula

Subject: FW: Follow-up

Paula,

FYI...Tricia

From: Piecuch, Patricia On Behalf Of CityClerk Sent: Monday, February 13, 2006 2:44 PM

To: 'ferrerginger@comcast.net'

Subject: Follow-up

Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

We need you to respond back to this email by tomorrow at 9:00 AM as we are in the process of preparing that agenda for a meeting next week.

Sincerely,

Tricia Piecuch Deputy Clerk

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## LeBlond-Kang, Paula

From:

Piecuch, Patricia on behalf of CityClerk

Sent:

Tuesday, February 14, 2006 7:45 AM

To:

LeBlond-Kang, Paula

Subject: FW: Follow-up

Paula.

Per your request here is email #1...#2 will be following.

Tricia

From: ferrerginger@comcast.net [mailto:ferrerginger@comcast.net]

Sent: Monday, February 13, 2006 3:54 PM

To: CityClerk

Subject: Re: Follow-up

Hello, Please call me at your convenience at 644-5699. I will be happy to accommodate interested parties in my concerns and what experiences have been a a vivid accurate telling of these negative landlord/inspector issues.

I look forward to hearing from you.

Most respectfully and hopefully,

Ginger Ferrer

----- Original message ----

From: "CityClerk" <CITYCLERK@ci.manchester.nh.us>

Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

We need you to respond back to this email by tomorrow at 9:00 AM as we are in the process of preparing that agenda for a meeting next week.

Sincerely,

Tricia Piecuch Deputy Clerk

### //

#### LeBlond-Kang, Paula

From: Piecuch, Patricia on behalf of CityClerk

Sent: Tuesday, February 14, 2006 7:45 AM

To: LeBlond-Kang, Paula

Subject: FW: Follow-up

#### Here is email #2

From: ferrerginger@comcast.net [mailto:ferrerginger@comcast.net]

Sent: Monday, February 13, 2006 3:56 PM

To: CityClerk

Subject: Re: Follow-up

Hello again. What part does the Department of Safety play in tenant's right's and concerns???

Ginger Ferrer

----- Original message -----

From: "CityClerk" <CITYCLERK@ci.manchester.nh.us>

Dear Ms. Ferrer:

I have forwarded your emails to the Alderman you address them to as well as the Mayor's Office.

After reviewing your request, Alderman Osborne has asked that we get back in touch with you. He would like to know whether or not you would like this request forwarded to the Committee on Traffic & Public Safety.

We need you to respond back to this email by tomorrow at 9:00 AM as we are in the process of preparing that agenda for a meeting next week.

Sincerely,

Tricia Piecuch Deputy Clerk

#### KENNA, JOHNSTON & SHARKEY, P.A.

ATTORNEYS AT LAW 69 BAY STREET MANCHESTER, NEW HAMPSHIRE 03104

BRUCE E. KENNA RICHARD F. JOHNSTON KEVIN E. SHARKEY TELEPHONE
(603) 622-3222
TELEFAX
(603) 669-6574
E-MAIL
be.kenna@verizon.net

November 22, 2005

Chairperson, Aldermanic Committee On Traffic And Public Safety c/o Manchester City Clerk's Office One City Hall Plaza Manchester, NH 03101

Re:

Alan Dary

Request for Exception - Residential Parking Permit

Dear Chairperson,

I have been retained to represent Alan Dary of 87 Stark Street, Apartment A-9, regarding his application, pursuant to Manchester City Ordinance 70:55 (E)(1,2) for a Residential Parking Permit for Zone #1. Mr. Dary's application was presented to the clerk's office with ample proof of residence at the Stark Street address. He also had his automobile registration and a valid non-driver's ID issued by the NH Department of Motor Vehicles showing his proper address within your Residential parking Permit Zone #1.

Unfortunately, Mr. Dary does not have his license to operate a motor vehicle since it is temporarily under suspension based upon a conviction for operating under the influence (first offense) entered against him earlier this year. Mr. Dary is single and lives alone at the Stark Street address noted above. Therefore, he does not have the option of merely transferring his auto registration into a spouse's name and having her apply for the permit. However, he still needs to maintain his vehicle registration and keep his car immediately available to him. Because he is employed in sales at WZID here in Manchester he has had to arrange for third parties to chauffeur him in his car to the many client appointments required. Without access to his vehicle, his employment and career will be in jeopardy. He has only been able to maintain this employment because a person's automobile registration is not suspended for a violation DWI.

Please consider this letter as an application for an exception to the rule established in Ordinance 70:55 (E)(2) that "....[the] driver's license of the applicant must be present at the time of making such application...." and that "...the owner...of any motor vehicle applying for a residential

parking permit shall have a valid State of New Hampshire driver's license." As you can see from the attached application, Mr. Dary qualifies for a residential parking permit in every respect except the present availability of his license. I believe it is clear that the Committee was unaware that some of the city's residents would be in this dilemma when the ordinance was changed recently.

Mr. Dary is trying to correct the mistake he made and to fully comply with all laws and ordinances. However, it appears that he needs some help and flexibility from this committee to keep his car available and his job intact.

If the committee is unable to grant him this exception without a hearing, then I request that you place this request on your next meeting agenda and allow us to appear before you to personally make this request and answer any questions you may have.

Thank you for your cooperation and prompt attention to this request. Feel free to contact me if you have any questions.

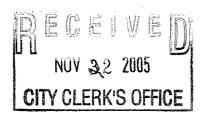
Sincerely,

Bruce E. Kenna

Bruce R. Kenna, Eg

BEK/pac

cc: Alan Dary





## ORDINANCE VIOLATIONS BUREAU RESIDENTIAL PARKING PERMIT APPLICATION

Date 11-22-05	Perm	it #
DARY AL	A-9 ManCHISTER	9-28-57 DOB NH 03/01 Code
801-0450 Phone #	E-Mail	
//OS29 / NH License Plate # State (MUST BE NH Reg.)	Vehicle Make/Model	Color
License Plate # /State	Vehicle Make/Model	Color
License Plate # /State	Vehicle Make/Model	Color
Drivers License # 09DYA5728	91, Drivers License & Reg.	must have current address.
IT IS THE APPLICANTS RESPONSI APPLICANT ASSUMES RESPONSI I hereby certify that the information of knowingly give any false information ordinance.	IBILITY TO PROPERLY DISPLAY BILITY OF INCURRED PARKING contained herein is true and correct herein I am subject to penalties as	THE RESIDENT PERMIT.  VIOLATIONS.  I understand that if I may be prescribed by law or the Zone, that I can park in and
ordinance.  My signature also indicates that I wa other rules on the use of the Resider  Applicant Signature  OVB USE ONLY	s given a hand-out that explains the ntial Parking Permit. I understand	this information.
Handout given Checked for parking tickets Checked car registration & license for What other type of proof of Residen		· .

STATE OF NEW HAMPSHIRE MAKE CHECKS PAYABLE TO THE STATE OF NEW HAMPSHIRE-MY DO NOT MAIL CASH 110829 0 **PASS** OFFICIAL DIRECTOR 11/REG1067698/TRN415262/BCH8549 VALIDATION # 1057 FOR TOWN / CITY CLERK USE ONLY PLEASE VERIFY OWNER'S DATE OF BIRTH AND PRESENT PLATE TYPE AND NUMBER. Manchester RENEWAL Corrections: NEW MANCHESTER RESIDENT PLATE NUMBER TYPE OF PLATE VALIDATION STICKER NUMBER EXPIRATION DATE A474681 110829 **PASS** 817113 09/30/2006 MAKE MODEL TITLE ACTIVITY 1998 **FORD** CONTOUR G 2 **GRN** AP GROSS WEIGHT BODY STYLE LIST PRICE 3,380 4DSED 13,500 634 09/15/2005 2 CK STATE FEES ME AND MAILING ADDRESS FIRST REG. DARY, ALAN I 87 STARK ST MANCHESTER NH 09/15/2005 03101 MONTHS 12 3 87 STARK ST MTI: MANCHESTER NH 03/101 TRANSFER CREDI TRANS FEE \$5,00 TOWN CLERK FEE \$1.00 3.00 MA: 2.50 110829 **PASS** 

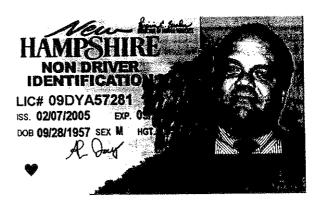
OWNER'S COPY

PREVIOUS PLATE NO.

PRIOR TYPE

OWNERS SIGNATURE (THIS APPLICATION IS SIGNED AND ANY ADDITION OF UNDER PENALTY OF UNSWORN FALSIFICATION PURSUA





CHANGE OF ADDRESS: LEGAL ADDRESS:

8757ARKST A-9
MANVCHESTER, NH OBIO!



VISIT THE DMV WEB SITE AT WWW.NH.GOV/DMV

----- DETACH HERE -----Please return this stub with your check, made payable to PSNH. To avoid a late payment charge, payment must be received by payment due date.

Account Number	Billing Date	Payment Due D	ate	Total Amount Due Amount Enclosed
antiferror grant and grant	Oct 28, 2005	Nov 25, 20	05	
				Save a stamp - Pay at psnh.com

MandhadMaadhalldadhddalladad

ALAN I DARY 87 STARK ST 1FL APT 9 MANCHESTER NH 03101-1935

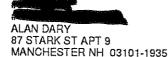
**PSNH** P O BOX 360 MANCHESTER NH 03105-0360

Please do not write on this stub. See reverse side for change of address form.



\*0007276

BOX 6505 CHELMSFORD MA 01824-0000 8773 2000 JX RP 18 09192005 YNNNNY



Mandadllaadladladdadd

#### Statement of Service

Billing Date:

Page 1 of 3 September 18, 2005

How to reach us...

Call 24 Hours a Day, 7 days a week For Customer Care: 1-888-633-4266

#### **Summary of Charges**

Please see following pages for account details

00 \$2773

Billed from 09/25/05 - 10/24/05

Previous Balance

Payment Received

Cable (Video) Services

Comcast High Speed Internet

Taxes, Surcharges & Fee(s)

Balance Due

**\*\*\*\*\*\*\*\*** 



# Marcel's Way

Providing those whose lives are touched by Mitochondrial Disorders with information, education and support.

January 30, 2006

Mr. Ed Osborne Chairman Traffic Committee City Clerk's Office 1 City Hall Plaza Manchester, NH 03103

Dear Mr. Osborne,

This letter is in request for approval of a Walkathon and festivities to follow in Arms Park parking lot area on Saturday April 29, 2006 from 10:00 a.m. until 4:00 p.m. with a rain date of Sunday April 30, 2006. The purpose of our walkathon is to help raise awareness for our cause.

Our organization, Marcel's Way, is a non profit organization for children and families who are affected with mitochondrial disorders. The organization provides families with education, information, and support. For more information please refer to our website www.marcelsway.org.

We have spoken with Lt. Richard Valenti at the traffic division of Manchester Police Department to confirm there are no other events scheduled at this point. We have also spoken with Sergeant Bartlettt at the Manchester Police department and he has provided us with route for our short walk. It has been explained to us that after we have secured the date, he will then email me the permit and Marcel's Way will provide him with the insurance binder. The organization is also aware that we must hire a police officer for the event.

Do not hesitate to contact us with any questions or requests for further information we may provide. Thank you for your consideration with our request. We look forward to your response.

Sincerely,

Cathy McDonald, Treasurer

Marcel's Way

P.O. Box 392

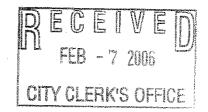
New Boston, NH 03070

(877) 412-4141

cathy.mcdonald@marcelsway.org

Cally Midmael

www.marcelsway.org





#### Greenman - Pedersen, Inc.

Engineering and Construction Services

REF.: NEX-2005099

February 13, 2006

Alderman Ed Osborne, Chairman Committee on Public Safety and Traffic c/o City Clerk's Office 1 City Hall Plaza Manchester, NH 03101

SUBJECT: Proposed Gasoline Station/Convenience Store/Car Wash Facility

Second Street/South Main Street/South River Road

Dear Chairman Osborne and Committee Members:

Greenman-Pedersen, Inc. (GPI) has prepared this letter on behalf of Trammel Crow Company, the proponent of the proposed gasoline station redevelopment project to be located at the Second Street, South Main Street, and South River Road intersection in Manchester. The site presently contains a gasoline station and a convenience store and two vacant buildings formally used by the Motorsports of Manchester. As proposed, the project consists of razing the existing buildings and gasoline pumps to construct a new facility, consisting of a 3,925 square foot convenience store that will include a car wash and a gasoline station with 12 vehicle fueling positions.

Based on field reconnaissance, congestion of traffic was observed along the Route 3 corridor between the Colby Court/Bedford Square intersection in Bedford and the South Main Street/Second Street/South River Road intersection in Manchester. The proponent has been working with the City of Manchester and the Town of Bedford to design and implement a traffic signal system to coordinate these two traffic signals in order to allow progression of traffic along the Route 3 corridor.

Based on a meeting with Jim Hoben of the Manchester Traffic Department, Dave Winslow of the Manchester Highway Department, and representatives of the Town of Bedford, it was requested that we provide a letter to the Committee on Public Safety and Traffic for notification of these improvements. Should you have any questions, or require additional information, please contact me at 891-2213.

Sincerely,

GREENMAN - PEDERSEN, INC.

Jason R. Plourde Project Manager

cc. D. Spillane - Trammell Crow Company

Jame R. Plande



### City of Manchester Department of Finance

One City Hall Plaza Manchester, New Hampshire 03101

Phone: (603) 624-6460 Fax: (603) 624-6549

November 21, 2005

The Honorable Board of Mayor and Aldermen C/o City Clerk Office One City Hall Plaza Manchester, NH 03101

#### Dear Honorable Board:

Attached for your review, please find a copy of the revised DRAFT Downtown Parking Study, which reflects changes made as a result of the Public Hearing. This latest version of the report has been available on the City's website since Thursday, November 17<sup>th</sup>. Please discard any previous versions of the study, as the attached will be the document discussed at the BMA presentation. Chris Luz from the Lansing Melbourne Group will be taking suggestions and comments until December 2, 2005. If after all comments are received he believes additional changes need to be made, an addendum will be issued.

The Mayor has scheduled a board meeting regarding the study on Monday, December 19<sup>th</sup> directly following the Road Hearing.

As always, please feel free to contact me with any questions.

BOARD OF MAYOR & ALDERMEN

DATE: December 19, 2005

ON MOTION OF ALD. Shea

SECONDED BY ALD. Osborne

refer to Traffic Committee
VOTED TO and City staff-Traffic,

Police, Highway, Mayor,

MEDO, Fire and Solicitor

Respectfully submitted,

Randy M. Sherman Deputy Finance Officer

Cc: Mayor Elect Frank Guinta

NOV 21 2005 CRY CLERK'S OFFICE





#### City of Manchester Department of Finance

One City Hall Plaza Manchester, New Hampshire 03101

Phone: (603) 624-6460 Fax: (603) 624-6549

February 13, 2006

Alderman Osborne, Chairman Public Safety and Traffic Committee One City Hall Plaza Manchester, NH 03101

Re: Parking Study Recommendations

Alderman Osborne and Committee Memebrs:

I have taken the liberty of extracting the 39 recommendations from the parking study and creating a stand-alone document. Enclosed is a copy of this document. I have also included Tables 21 & 22 from the study which are referenced as part of the recommendations.

On December 19, 2005, the parking consultants briefly presented their findings to the full board. The action of the BMA was to send the study to the Public Safety & Traffic Committee and to six city departments; Police, Highway, Traffic, Solicitor, MEDO and Fire. Staff met as a group today for the first time and has agreement on the following initial recommendations to the Committee:

- 1. Assign the transition responsibility to one department. (Recommendation #1)
- 2. Authorize the hiring of a Parking Manager. (Recommendation #2)
- 3. Bring back LMG for one follow-up session with staff and either the Committee or the full board (Recommendation # 3) (LMG has offered to cover staff costs if the city reimburses out-of-pocket costs)
- 4. Establish the parking system as a self-supporting enterprise. (Recommendation #5)
- 5. Adopt the Table 21 recommendations relative to parking enforcement (Recommendation #8)
- 6. Increase the auto registration fee for parking to a maximum of \$3. (Recommendation # 15)
- 7. Authorize staff to issue an RFP for tap and display meters. (Recommendations 18-20)
- 8. Request Highway Engineering to initiate the planning and design for a one-way on Mechanic Street. (Recommendation 39)

Staff discussed several other components of the study and concluded that the majority of the recommendations should be considered and resolved only after the parking manager has been hired. At this time, staff is looking forward to meeting with the Committee and getting direction on how the members would like to proceed.

Respectfully submitted,

Randy M Sherman

Deputy Finance Officer

Cc: Public Safety & Traffic Committee

Mayor Guinta David Albin Paul Borek

Kevin A Clougherty

Jim Hoben

Glenn Leidemer

Bruce Thomas

Richard Valenti



# ORGANIZATION AND ADMINISTRATION

Recommendation Number	Recommendation	Action	Status
No. 1	The BMA should assign responsibility for managing the transition of reorganization to one department.		
No. 2	The BMA should authorize the hiring of a Parking Manager.		
No. 3	The BMA should authorize the the City to retain a qualified parking consultant to develop the Implementation Plan.		
No. 4	The BMA should adopt the parking organization described above in this report subject to refinements in the Implementation Phase.		
And A complete and Andrew Andr			
No. 5	The BMA should adopt a policy that the reorganized parking system will achieve a self-supporting level of financial stability.		
No. 6	The BMA should recognize and adopt the following policy guidelines as part of the PMP:		
	1. Strategy in future lease negotiations or renewals should come from the Implementation Phase.		
	2. Efforts should be made to ensure that every commitment made by the City moves it one-step closer to achievement of its long-term goals.		

# ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 6 (cont.)	3. Tactical matters should fall to the parking department head. Issues specifically negotiated in the leases such as rates, operation, availability and reservation for future use should be managed within the context of the system.		
	4. Ownership should be the goal, not leasehold. If a public private partnership is considered important to support the development of a specific project or to attract a specific tenant, the City should consider options such as condominium ownership of the spaces and support of the underlying construction debt.		
	5. Great care should be exercised to keep from committing large blocks of spaces to a single property or business owner. This can cause great difficulty in future efforts to obtain financing.		
	6. Lease terms should be limited to short periods with opportunities for renewal at market rate terms.		
	7. Separate rate structures should be developed for intergovernmental relationships.		
No. 7	The BMA should immediately look to assess the need for the parking spaces leased from Wall Street. This effort should be coordinated through the new Parking Manager		
	or the consultant during the implementation phase, if the Manager is not brought on board within 180 days.		
No. 8	Adopt Action Items in Table 21. (See Table 21 attached)		

ORGANIZATION AND ADMINISTRATION (continued)

Recommendation Number	Recommendation	Action	Status
No. 9	Integrate parking planning reviews in the planning and zoning review and approval process in the CBD and AMX districts. The City (Parking Office) should update and revise, as necessary, the current City ordinances related to parking requirements, as well as develop new policy guidelines and requirements and parking study guidelines as part of the Implementation Phase.		

# PARKING AND ENFORCEMENT

Recommendation Number	Recommendation	Action	Status
No. 10	The BMA should relegate recommendations on enforcement needs, including staffing and equipment, to the Implementation Phase.		
The state of the s			
No. 11	A target vacancy rate of 80 percent is recommended by LMG and should be approved by The BMA as part of the PMP.		
and the state of t			
No. 12	The BMA should authorize a feasibility analysis of contracting with a private operator for short-term operation and management of the on-street parking during the Implementation Phase.		
The Production of the Control of the			
No. 13	Based on the previous discussions, the BMA should adopt the following strategies as part of the PMP:		
	1. Offer to negotiate a reduction of parking requirements for development projects that incorporate parking structures rather than parking lots;		
	2. Offer density bonuses to projects that incorporate parking structures rather than parking lots;		
	3. Endorse mixed-use facilities where feasible to reduce the cost of parking and increase the revenue stream used to pay for the structure. Commercial lease rates are greater on a per foot basis than what can be generated from a parking space;		



PARKING AND ENFORCEMENT (continued)

Recommendation	Recommendation	Action	Status
	A control of the cont		
4. During the potential to u to construct	4. During the Implementation Phase, authorize the potential to use TIF funding for financing the cost to construct parking structures (if shown to be		
needed).	,		
5. Entertain	5. Entertain sale-leaseback agreements to identify		
the specific pa	the specific parameters and benefits to the City.		

# RATES AND TECHNOLOGY

Recommendation Number	Recommendation	Action	Status
No. 14	The BMA should authorize the adoption of the rates shown in Table 22 as a maximum. It should be at the direction of the Parking Office to implement at its discretion (without additional authorization by the BMA) based on achieving goals in the PMP. The rate tables should be updated every year and should identify the anticipated rates for the next three to five years, by year. The first "Rate" column is existing rate; the second "Rate" column is maximum rate over 3 to 5 year period.		
No. 15	An increase in the vehicle registration fees should be approved by the BMA as a source of additional revenue to support the parking system reorganization. The need will be documented and if warranted, the amount of the increase will be proposed as part of the Implementation Phase.		
No. 16	The BMA should direct the City to standardize the enforcement times for on-street paid parking. On-street paid parking in retail, commercial, dining and entertainment areas should be in effect and enforced from 8am to 10pm Monday through Saturday and 11am to 4pm on Sundays. Off-street paid parking should follow the same hours of operations and enforcement. An overlay district should be developed for the Arena area to ensure that paid parking is provided. New meter technology will provide ability to charge event parking differently from regular parking.		
No. 17	The BMA should approve the adoption of a "forgiveness" ticket policy that reduces but does not dismiss a ticket issued in the downtown area. The specifics will be identified in the financial and operations plan as part of the reorganization presented in the Implementation Phase.		

RATES AND TECHNOLOGY (continued)

Recommendation Number	Recommendation	Action	Status
No. 18	The BMA should approve the replacement of off-street meters in surface lots with pay by space or pay and display machines. The effectiveness of the technology would be evaluated before the program is moved to on-street locations (see recommendation for Elm Street demonstration project).		
No. 19	The BMA should authorize a detailed study in the Implementation Phase to evaluate, cost, develop a finance plan, acquire, and install all new technology system-wide.		
No. 20	The BMA should direct the Parking Department to immediately begin investigating the applicable technology to replace the mechanical meters. This recommendation should be completed as a priority in the Implementation Phase.		

### Status Action applicant to hold a "valid State of New Hampshire" license is Purchasers of permits who are not active users of the system The BMA should direct the appropriate City department(s) to implement a policy statement on issuance of residential permits permit parking ordinance so that the requirement for the The BMA should direct the appropriate City department(s) to recommendation, the issuance of parking permits should be managed through real-time reports by the Parking Office. sunset the current residential permit parking practice and The BMA should authorize the creation of one residential stop issuing new permits and sunset the current practice of issuing permits over a maximum 90-day period (the shorter timeframe, the better). A new written policy should be adopted At such time as feasible, and in concert with the previous will be expunged and relegated to the lowest priority on the including the list provided below. The Policy should be subject The BMA should authorize the City to revise the residential parking zone covering the AMX and CBD zoning districts. to change based on parking conditions over time. Recommendation and implemented during this timeframe. revised to "valid driver's license". waiting list. Recommendation Number No. 22 No. 23 No. 24 No. 25 No. 21

PERMITS

# PERMITS (continued)

Recommendation Number	Recommendation	Action	Status
No. 26	The BMA should require the City to enact a moratorium on issuance of new permits in high demand lots and garages. When in the best interest of all parties, parkers should be directed to private lots where capacity exists. The City should facilitate this negotiation between developers and parking facility owners.		
No. 27	The BMA should direct the City (Parking Office) to post "no permit parking allowed" in specific on-street parking locations at the north end of Commercial Street to preserve on-street parking capacity for commercial and retail businesses that depend on on-street parking for their customers. The signs may also require restrictions during certain times, for instance from 9am to 5pm, when the on-street supply is fully usurped by permit parkers.		
No. 28	The BMA should direct the City to initiate the planning, design, and implementation of the Arms Street Lot controlled permit parking plan as discussed in this report.		

# VALET PARKING

Recommendation Number	Recommendation	Action	Status
No. 29	The BMA should direct the Parking Office to establish and enact a policy for creation of individual valet parking zones for specific businesses. The City should also support, encourage, and facilitate the creation of a larger zone based valet parking service managed by the private sector.		

PARKING EXPANSION

### Complete Status The sale of the CNH parking garage was completed in January Action parking along Commercial Street and serving that parking with a shuttle. The BMA should direct the City to obtain an appraisal for the development plan for the planning, design and construction of a garage (already in-progress) and negotiate a sale of the CNH The BMA should direct the City to develop a financing and The City in conjunction with the Parking Department should investigate the options and costs related to constructing remote The BMA should approve the issuance of an RFQ to enter into one or more development projects with private sector proposers for the development into one or more development projects with private sector proposers for the development of mixed-use The BMA should direct the City to enter into negotiations to sell the Granite Street Lot to the owner(s) of the adjacent Millyard The BMA should direct the City to enter into negotiations to sell the Seal Tanning Lot to the owner(s) of the adjacent Millyard three-bay, five level parking structure on the Bedford lot as soon projects and public parking in the Arena and ballpark subareas garage to the owners of the hotel and convention center. Recommendation as reasonably possible. Building owner. Building. Recommendation Number No. 34 No. 30 No. 31 No. 32 No. 33 No. 35

# PARKING EXPANSION (continued)

Recommendation Number	Recommendation	Action	Status
No. 36	All development proposals should provide sufficient parking to meet the parking needs of the project plus replace any loss in parking that may impact the availability of the parking supply to other users in the service area of the parking lot. This finding should be determined through a shared parking study/analysis conducted by the developer per the direction of the City.		
No. 37	The BMA should direct the City to prepare and adopt shared parking study approach for use by the developer in such cases as part of the Implementation Phase.		
No. 38	The BMA should adopt a policy regarding the evaluation of new development proposals as an opportunity to implement the PMP. This opportunity could be varied, from jointly developing and expanding the public parking component, to condominiumization, sale/leaseback, management plans, or other collaborations that benefits the City and the developer, development and/or the economy.		
No. 39	The BMA should direct the City to initiate the planning, design, and implementation of at least two cross-street linear parking lots.		

Table 21 – Enforcement Observations and Actions

Item	Observation	Impact or Comments	Action	Benefit
	Police Officers are diverted from the Police Department's core mission - Public Safety.	Police Officers should focus on Public Safety not parking control.	Provide an adequate number of PCOs.	Increased focus on provision of Public Safety by current Officers.
2	Parking control is a secondary task for Police Officers. City gains ability to modify parking behavior consistent with Parking Office objectives.	Parking control is not consistent and therefore, by design, will not consistently be aligned with management objectives of the Parking Office.	Assign PCOs to the Parking Office.	City gains ability to modify parking behavior consistent with Parking Office objectives.
8	Police Officers do not bave adequate technology.	Increased costs for processing, tracking tickets more difficult, no clear reporting systems, and no data output to assist in management practices.	Implement adequate technology including software, hardware, policies, objectives, plus items 1 and 2.	Reduced administrative costs, immediate feedback on parking behavior, increased fines revenue, more "City Ambassadors" on the street and available to community.
4	Four PCOs not adequate to cover Citywide-parking system. Need additional PCOs.	Inconsistent management, abuse of the system, loss of available parking for intended users. Overtime must be paid for parking control for Verizon Wireless Arena and Fisher Cat events. They need more people, not more vehicles. They need to be assigned to territories and driven to their territory in the morning. Their territories should be rotated.	Hire an adequate number of PCOs given the geographic boundaries, parking inventory, and job description. Provide on-going training through industry certification programs. Review and add enforcement vehicles as needed.	Increased efficiencies in the system citywide. Increased moral by PCOs. Ability of City to manage PCOs and assigned routes. Can adequately benchmark PCO activity and make changes when necessary. Increased revenue and increased accessibility of the parking system by intended users.
ν .	One person responsible for booting of scofflaws. Lack of adequate technology to identify booters, react timely enough to actually boot them, and then track through the payment process. Hit and miss approach to identifying and booting scofflaws.	A backlog of approximately 900 vehicles. Scofflaws will increase since the "threat to boot" will be largely ignored. This can have a huge impact on the number of available, especially downtown. Costs are higher than required because of inefficiencies. The impact of this cost is much higher than for ordinary fines processing since there is ultimately, minimal revenue collected from scofflaws.	Outsource activity through existing towing contracts the City already has. Upload and maintain dynamic scofflaw database list in PCO ticket writing equipment which will allow immediate identification of scofflaws - so booting can be enacted. Enact a revised towing ordinance.	Increase compliance with management practices. Elimination of chronic abuser's can effectively increase the number of spaces available to intended users - especially in the CBD Elm Street corridor. Increased fines revenue.

Table 21 – Enforcement Observations and Actions (continued)

Item	Observation	Impact or Comments	Action	Benefit
9	Backlog of violations.	Statute of limitations exceeded, court cases dismissed and valuable internal personnel resources lost that could be directed in more effective activities. Consider requesting changes to state law that attaches unpaid fines to State vehicle registration and/or license renewals.	See item 1, 2 and 3. The fines ordinance should be revised so those summonses are issued. A summons does not expire.	See item 1, 2 and 3. The fines ordinance should be revised government increased parking so those summonses are issued. A parking system reduced. Revenue increased and costs reduced.
7	No current access to parking violations data, parking use, or problems with on-street parking.	Lack of ability to react to changes in behavior, direct parkers to available parking, enforce parking or resolve issues in real-time.	See item 3.	See items 2, 3, 4, 5 and 6.
8	Current technology including computer equipment, software, ticket writing, and communications are inadequate and/or obsolete.	Lost labor hours, increased costs, lack of control over achieving objectives, increased frustration by staff. Lack of ability to upgrade current equipment.	See item 3.	See items 2, 3, 4, 5 and 6.

Table 22 - Parking Fees and Fines

Maximum Rate Per Ticket Monthly \$100.00 \$30.00 \$35.00 \$66.00 \$10.00 \$7.00 \$0.60 \$0.45 \$3.50 \$0.75 \$0.75 \$70.00 to \$72.50 Not applicable Not applicable Existing Rate Not applicable Not applicable Not applicable Per Ticket Monthly \$10.00 \$7.00 \$0.50 \$0.25 \$0.50 Residential off-street permit 6 pm to 8 Average off-street cost for 24/7 access Average off-street costs for 24/7 entry before 5pm Residential on-street permit 6 pm to 8 am Average per use (one entry/one exit) Average attended cost per 1/2 hour Average on- and off-street hourly Average on-street meter cost Average off-street hourly Average daily maximum Overtime Parking Hourly Permits Fines Restricted B Restricted C Restricted A Unrestricted Flex-Park Flex-Park Premium Premium Premium Type Daily Type

15

\$5.00

Not applicable

2 hour discount for early pay